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BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,
PROPRIETOR.

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VOLUME XLII. NO. 104

AMUSEMENTS TO-NIGHT.

NIBLO'S GARDEN—ANTONY AND CLOPOTRA.

ACADEMY OF MUSIC—PAUL MATINEE.

EAGLE THEATRE—CROWN OF THORNS.

GRAND OPERA HOUSE—MISS MULLER.

BOWERY THEATRE—RAGPICKER.

PARK THEATRE—OUR BOARDING HOUSE.

WALLACK'S THEATRE—MY AUNT DAB.

OLYMPIC THEATRE—PANTOMIME.

UNION SQUARE THEATRE—THE DANICHERS.

HELLER'S THEATRE—PRINCE OF THE PRINCES.

FIFTH AVENUE THEATRE—THE PRINCESS ROYAL.

BOOTH'S THEATRE—RICHARD III.

STEINWAY HALL—THE CREATION.

NEW AMERICAN MUSEUM—CHRISTOPHER COLUMBUS.

TIVOLI THEATRE—VARIETY.

SPAN FRANCISCO MINSTRELS.

EGYPTIAN HALL—VARIETY.

NEW YORK AQUARIUM.

PARISIAN VARIETIES—VARIETY.

COLUMBIA OPERA HOUSE—VARIETY.

THEATRE COMIQUE—VARIETY.

GILMORE'S GARDEN—MUSICAL AND CIRCUS.

BOY PASTORAL THEATRE—VARIETY.

TRIPLE SHEET.

NEW YORK, SATURDAY, APRIL 14, 1877.

NOTICE TO COUNTRY DEALERS.

The Adams Express Company run a special newspaper train over the Pennsylvania Railroad and its connections, leaving Jersey City at a quarter past four A. M. daily on Sunday, carrying the regular edition of the Herald as far West as Harrisburg and South to Washington, reaching Philadelphia at a quarter past six A. M. and Washington at one P. M.

From our reports this morning the probabilities are that the weather in New York to-day will be cool and cloudy, with brisk winds from the north-west and rain.

WALL STREET YESTERDAY.—The stock market was active and as a rule steadier, the closing prices showing an improvement over those of Thursday. In the forenoon an attack was made on Rock Island, which broke that stock down to 86, from which it afterward recovered. Gold opened at 106, advanced to 106½ and closed at 105½. Government bonds were quiet and steady and railroads irregular but generally lower. Money on call loaned at 3¼ per cent, advanced to 4½ and closed at 2¼ per cent on call.

WHAT REINSURANCE MAY POSSIBLY AMOUNT TO is explained by the case of Mrs. Chamberlin.

ANOTHER MOLLY MAGUIRE has been convicted, but the public is particularly anxious to know when one will be hanged.

OUR REPORT OF "THE STATE OF TRADE," with its accompanying analysis, will be found peculiarly worthy of the attention of business men.

ANOTHER SHIPLOAD OF SKILLED LABORERS start for Australia this morning, but we do not hear of any unimproved American State or county that has taken the hint.

THE BRITISH CONSUL at New York complains of the difficulty experienced in having a man arrested by "the best police in the world," now for a howl about perdition Albion.

READERS SHOULD NOT NEGLECT the expressions of a distinguished lobbyist about our Legislature, for no one understands lawmakers so well as the members of "the third house."

THE MAYOR YESTERDAY asked some pointed questions of the Police Commissioners, the object being to ascertain where the money appropriated for street cleaning had been dumped.

THE LATEST INFORMATION about the New Jersey Mutual comes from an ex-director of the company and from a well known insurance expert, but it does not put the company's transactions in any better light.

"THE FASTEST PASSAGE ON RECORD" has once more been made. The ship was the Germanic, of the White Star line, Captain Kennedy was the happy commander, and the time was only seven days and eleven hours.

ONCE BRILLIANT LAND BURBLE was severely probed by Judge Daly yesterday, and the many suburban residents who have been deceived by similar glittering schemes will find the Judge's action valuable as a precedent.

"A MAN'S FOES SHALL BE THEY OF HIS OWN HOUSEHOLD" is a bit of prophecy the truth of which the Latter Day Saints will realize as they read the letter which we publish this morning from the pen of a Mormon woman.

THE WEATHER.—Our anticipations with regard to the storm that is now in progress in the Southern States have been fully borne out by the developments since Thursday. As predicted by the HERALD yesterday the storm has moved in a northeasterly direction to the coast of the Carolinas, attended by heavy gales and rains. Indeed, the rainfall at Charleston during the first eight hours of yesterday must be regarded as unprecedented, being 5.20 inches in eight hours. At other points within the same time the rainfall has been—Augusta, Ga., 1.76; Wilmington, 55; Montgomery, .75; and at Savannah, in less than eight hours, 1.98 inches. The storm area being now east of the southern part of the Alleghany Mountains its effects do not continue to be felt further west than Alabama; but on the coast the tempest is unusually severe. It is essentially a cyclone such as that which recently passed off the same part of the coast. The heaviest winds have been between Wilmington and Jacksonville. The temperature, even at the centre of disturbance, is very low. The pressure continues highest over the lakes, the Middle and New England States, where clear to partly cloudy weather prevails, except on the coast, where it is cloudy. Another depression is advancing from the Northwest, with a decided rise of temperature, but present indications do not lead us to think that it will prove a serious disturbance. Vessels bound for Southern ports should prepare for the prevailing storm. The Middle Mississippi has risen and is two inches above the danger line at Cairo. The Missouri, Ohio and Red rivers have also risen. The weather in New York to-day will be cloudy and cool, with brisk winds from the northward, and probably rain.

Is Business Really Reviving?

The community naturally wishes to take a hopeful view of the business situation; but it is nevertheless everybody's interest to see things as they are. Men of sense do not address the press as certain ancient Hebrews did their prophets:—"Which say to the seers, See not; and to the prophets, Prophesy not unto us right things, speak unto us smooth things, prophesy deceits." It is not expedient for any newspaper to treat business questions in the spirit of this request, any more than it is for the Signal Service Bureau to regulate its weather predictions by the wishes of the people. In the midst of a prolonged drought everybody prays for rain; but the scientific clerks of the weather must nevertheless confine themselves to such inferences as are warranted by their meteorological observations. The country wishes to be persuaded that business is reviving; but journalists cannot properly go beyond the data in their possession in catering to this universal wish. Our own impression is that business is struggling into a revival, feeble as yet, but not without promise.

We attach little importance to scattered indications, gathered here and there in peculiar localities and colored more or less with hues borrowed from hope and imagination. We find, for example, in the Chicago Post a large batch of interviews with leading firms which give a rosy picture of the present state of trade in that city. As compared with the extreme depression of last year there is no doubt an improvement; and, from easily explained causes, it may be more marked in Chicago than elsewhere. Chicago, the great grain mart of the West, is trying to build up a wholesale trade, and just now its efforts seem attended with a transient success, although quite moderate in extent. This is a consequence of the vigorous rivalry of the last two or three years between the great trunk railroads. The Baltimore and Ohio road and the Pennsylvania road have given their powerful influence toward the establishment of ocean lines of steamships plying between Baltimore and Philadelphia and European ports. As a means of attracting business they have made through contracts for the delivery in Western cities, and particularly in Chicago, of goods shipped from Europe at prices almost nominal. Freighters have actually been laid down in Chicago and Cincinnati at lower rates than in New York. The motive on which this is done is no enigma. The steamship lines from Philadelphia and Baltimore were projected with reference to the grain trade. But the vessels which carry out cargoes of grain are liable to return empty or in ballast, and they had better bring back return freights for next to nothing than to have no cargoes at all. The same remark will apply to the railroads which transport grain eastward. Many of the cars must go back to Chicago empty, and rather than do this they have consented to make such rates, in connection with the associated steamship lines, that the cost of transportation has been less from Liverpool to Chicago than from Liverpool to New York. This is necessarily a short-lived arrangement. It has already broken down, if we understand the new compact between the trunk railroads. No road is hereafter to vary its charges in connection with the steamship lines. But while this arrangement lasted it gave Western merchants an advantage and inspired them with the hope of establishing a large wholesale trade by underselling New York in staple imports. The facts now stated explain the present signs of prosperity in Chicago, so far as they are real. It is beside our present purpose to discuss the great question, so important to New York, of the diversion of its trade to other places. It is a subject which challenges the profoundest study of the best minds in this community.

For the present we are considering the general business condition of the whole country. Is there as yet any good evidence of a considerable revival of business? Even if the Chicago reports are not exaggerated the business of that city is in too exceptional a condition to be made the basis of any very wide conclusion. If we would reach sound ideas we must have recourse to a different order of considerations. The most infallible criterion of the state of business is the condition of the money market. Whenever business is active there is an urgent demand for money. There are always men enough eager to engage in trade or to extend their business when there is a brisk circulation of commodities. These men need bank accommodations in proportion to the amount of their trade. Whenever there is a great deal of buying and selling there is an active demand for money; and it hence follows that the state of the money market and the transactions of the banks are a true index to the amount of business. Running around and interviewing merchants is like attempting to judge of the circulation of a patient's blood by random touches on various parts of his body. It is only at the wrist that the pulse comes decidedly to the surface, and it is here alone that the experienced physician attempts to feel for it. Bank transactions are the true place to find the pulse of business. Business is never in a full tide of prosperity without a great pressure on the banks for pecuniary accommodation. The banks are the wheels on which modern commerce moves; when their motion is slack it is as certain that business stagnates as it is that a low pulse indicates a feeble circulation of the blood. What, then, is the present state of the money market as measured by the business of the banks? With great regret we are compelled to say that it is not assuring. Within the last year the national banks have surrendered well on toward a hundred million dollars of their circulation, and yet there is abundance of money which cannot find employment. In an active state of business the banks easily get from seven to ten per cent for the use of money, but at present they are glad to get good commercial paper at three or three and a half per cent, in spite of a large reduction of the currency by surrenders of bank circulation. The bearing of this great fact on the question of reviving business is as obvious as it is decisive. There is doubtless some improvement on the business of

last year, but it is not yet sufficient to be a topic of much congratulation.

Another indication, which is almost as conclusive as the state of the money market, is furnished by the business of our railroads. All business languishes when the railroads languish. It is their office to transport and distribute the commodities which the business classes sell and buy. When general traffic is lively the railroads prosper; but unfortunately they have never been more depressed than they are at present. The railroads and the banks are the two grand indexes of the amount of business in the course of transaction, and it must be reluctantly admitted that neither of these unerring barometers are giving any very satisfactory indications.

There will be a great change, as if by magic, in case the general expectation of a great war in Europe is realized. This impending event, the moment it happens, will touch all the nerves of American trade and industry. It will open a vast and profitable market for everything we can produce, and set all the wheels of business in active motion. Our banks will find employment for all their idle money; our railroads will be burdened with freights; a mighty stimulus will be given to the raising of grain and pork, to the manufacture of arms, clothing and military supplies, and we shall recover within the ensuing two years more than we have lost since the great panic. It is absurd to indulge in sentimental misgivings about thriving on the calamities of other nations. We are not responsible for those calamities. The effect of our great business activity will be to alleviate them. We shall supply food to those who would otherwise famish, clothing to those who would otherwise go naked, arms to those who would otherwise be without adequate means of defence. Our advantage will be like that of the producers of Peruvian bark, for which the great military hospitals will create an excessive demand. It is a mercy to the sufferers that the stimulus of profit will insure means of alleviation.

Useful Officials and Clean Streets.

The strictures of the HERALD on the officials of our city government with regard to the condition of the streets are deserved by these gentlemen. We are aware that legal difficulties stand in the way of their accomplishing speedy reforms. But we see no effort made by any of them to combat these difficulties or no suggestion from them as to how we should seek and find a remedy. The Mayor says he has no power to interfere with the Police Commissioners in their management of the Bureau of Street Cleaning; that the law places that department beyond his control. But the law also clothes the Mayor with power to remove delinquent officials, subject to the approval of the Governor, and we do not believe that the State Executive will refuse to sustain the Mayor in any just action of that kind. Governor Robinson is raised by his office above the level of mere party. His duties are toward the people of the State and not particularly toward those who elected him. Therefore party considerations should not sway him in the exercise of authority which affects the whole people equally. Comptroller Kelly is the legal custodian of the city's money. He cannot withhold it at present from the wasteful hands of the street cleaning officials, but he can protest against the disgraceful waste, and, as a member of the Board of Apportionment, refuse to vote a dollar until he has acceptable guarantees that it will be properly expended. The Board of Aldermen confirms the award of the Board of Apportionment. Why, then, do its members withhold their protests against this crying disgrace to which we are subjected? Why do the Aldermen confirm appropriations which they know will be misapplied? The truth is that if our officials were only honest and energetic in their efforts toward reform we would have reform. It is as easy to maintain an honest administration as a dishonest one. The mass of the people benefit more from the former than the latter, and it is only the vermin of politics that wish to preserve the status quo. In the meantime the old plan which was so generally effective in the days before commissions were saddled on New York can be tried again. Let the people sweep the streets in front of their dwellings. All the dirt and refuse can be collected in the middle so that all that remains for the bureau to do is to remove it. As an economical experiment this is worth trying again. Anything to clean the streets.

A Spring Charter Election.

The Senate yesterday passed Mr. Morrissey's bill providing for the election of a Mayor, Comptroller, Counsel to the Corporation and a Board of Aldermen on the first Tuesday of April, 1878, and every second year thereafter. The present Mayor is to hold office for his full term, or until January, 1879; but the Comptroller, Corporation Counsel and Aldermen elected in April of next year are to enter upon their duties on the first day of May following. In electing the Aldermen-at-large the voters are to designate one for President, and he is to serve in that capacity; but in case of a vacancy the Board is empowered to elect. All other vacancies are to be filled by the Mayor, and all appointments to office are to be made by the Mayor alone, without confirmation by the Aldermen. These provisions are simple and calculated to improve our local government. It is generally believed that the Comptroller and Corporation Counsel should, as a matter of principle, be elected by the people and directly responsible to them, and independent of the Mayor, so far as their title to office is concerned. The Comptroller and the Mayor are mutually checks, one upon the other, in the signing and countersigning of warrants, and it does not seem desirable that a Comptroller who, acting with the Mayor, has supreme power over the public moneys, should owe his position to the Mayor's favor. It can easily be seen that a corrupt Mayor might appoint a corrupt Comptroller and thus have the public treasury at his mercy. There is also good reason why the Corporation Counsel, whose duty it is to give legal advice to the Mayor and all the departments, should hold his office independently of the Mayor's appointment. It is certain that under the elective system we always had capable and honest comptrollers. A spring

charter election and the independent power of the Mayor over the appointment of heads of departments are reforms warmly favored by the people. Mr. Morrissey's bill will therefore meet the approval of the citizens of New York.

The Herald Weather Service.

We publish to-day an interesting cable despatch from our Paris bureau recounting an interview with M. Le Verrier, the Director of the Paris Observatory, on the subject of the HERALD weather service and the success of its system of storm warnings for Europe. The distinguished scientist declares himself much interested in our meteorological labors, and particularly on account of the failure of a former attempt made under the auspices of the British government to transmit storm warnings from Newfoundland to Europe. To show how desirous M. Le Verrier is to obtain information as to the course of storms over the Atlantic he exhibited to our correspondent a series of meteorological charts compiled by him from data collected in Europe. He asks us to prepare for him a similar set of weather maps from the data at our disposal and a memoir of our means of observation and the results obtained, which he will publish in his forthcoming volume. This information, being ready to hand among our weather records, we will of course forward without delay. M. Le Verrier also gives our correspondent details of the meteorological system of France, and cites some amusing instances wherein barometers and Bonapartism get mixed up in our sister Republic. Altogether a new impetus has been given to meteorological research in Europe by the HERALD storm predictions.

In treating of this question editorially our courteous contemporary, the New York Tribune, gives the HERALD the credit of a decided success, and points out how our storm warnings will modify certain meteorological theories which are accepted in England. The trouble with most government meteorological organizations is that, in the effort to be very exact in their predictions, they miss splendid opportunities of being useful. By a timid adherence to forms they rarely venture out into the broader paths of research, and sacrifice utility to routine. Our American system, as created and practised by the Signal Service Bureau, is so far ahead of anything of the kind elsewhere that it really cannot be compared with European systems. Its scope is wider, its direction more intelligent and its results immeasurably more useful. As regards the latter, much is due to the advantage we possess in geographical position, but more to the system that produces them. If, as we have practically demonstrated by our own labors, a properly organized international weather service could be created, there is no reason why a single marine disaster should occur on either the Pacific or the Atlantic Ocean, due to the ignorance of navigators as to weather conditions prevailing or likely to prevail around them.

England and the East.

Denial has been made in the House of Lords of the story that Lord Derby had written to Constantinople that the Porte must in no way rely upon England. It seemed safe enough to make this denial, because to deny that Lord Derby said they must not depend upon England is not to imply that they must or may depend upon her. That is, in the countries inhabited by reasoning people it is well enough understood that the British government may deny that Lord Derby made a certain declaration without its following that England will be bound to any particular policy by that denial. But it is not certain that this will be understood in Turkey. On the contrary, it is very probable that inferences will be seriously drawn in Constantinople that if the government takes pains thus to deny a rumor of this sort it deems it essential to its honor that it should not be thought to have cut free from all responsibility for the Sultan; and that in this train of ideas it may yet mean to sustain him. But if it is a little likely that this may be seriously thought and believed, it is in the highest degree probable that those who play on the fanatical humors of the Moslem mob will use this fancy as a direct encouragement to the defiant anti-peace spirit. They will hold it up as an evidence that England is not so indifferent as she is forced to appear; and thus the denial, as likely to overwhelm the little chance for peace that is thought to be left, is but one more of the wonderful series of Lord Derby's blunders. It is just now thought by the English government to be their cue to keep the world in doubt on the point whether or no England will fight in this quarrel—to hold out consequently so much encouragement to the fancy that she means to fight as will deepen that impression without committing her. Hence, when the Marquis of Hartington said in the House of Commons that the facts, so far as known, appeared to make England directly responsible for the impending war, Mr. Gathorne Hardy said this language was "calculated to endanger peace." It could only endanger peace if peace depended upon other nations believing that England was united on the Eastern issue and disposed to fight; and the observation shows that the government has no conception beyond that of any way to prevent war. This discloses an exceedingly pitiful, shallow and historic policy. It is wretched statesmanship to presume entirely on the ignorance of your opponents.

Cable Tolls.

Recently we were told, apparently by authority, that the tolls for cable messages would not be increased again, even though the big devil fish of monopoly should manage to catch and swallow the Direct Cable Company. It will be remembered that as an act of war against the Direct Company the Anglo-American had reduced its rates very low, and this announcement was made to reassure all persons who foresaw that if the Anglo-American should conquer its rival it would—having absolute control—put its rates at such a figure as would indemnify it for its presumed loss by the low rates. Another announcement is now made which may be taken, we suppose, as a commentary on the preceding. This is to the effect that after the 1st of May the rates will be three shillings a word—a slight increase of two hundred per cent.

Stanley's Explorations.

We publish in to-day's HERALD a map of the equatorial regions of the African continent which are now being explored by Stanley. The lines indicating the routes passed over by our representative have been traced by Dr. Petermann, of Gotha, whose fame as a geographer is world wide. Accompanying the map will be found two interesting letters from Dr. Petermann, in which he sets forth his views on the value and results of Stanley's work. One of these is addressed to the HERALD and one to the Cologne Gazette, both being filled with intelligent comments on our explorer's great work. Such documents, coming from such a source, cannot fail to enlighten any of our readers who may be tempted by adverse criticism or a want of appreciation of the magnitude of the undertaking to regard Stanley's explorations in Central Africa as the mere results incidental to ordinary travel in such a region. Explorers who preceded him announced important discoveries, but left them unexplained and open to doubt and uncertainty. Stanley's mission is to clear up all misconceptions regarding these unsupported announcements and to follow them where they lead to new discoveries. Some he has verified, of others he has modified the deductions, and others yet proved to have been unwarranted by geographical facts. His success in this work is now beyond doubt, and it is pleasing to notice how readily Dr. Petermann, a conservative and scientific geographer, accords to the traveler all the credit which his great achievements merit.

The Lesson of the St. Louis Fire.

It is unhappily the case that great calamities are necessary to convince people that the violation of the laws of construction brings its own punishment. We do not dare to build heaps of combustibles in a large edifice and set fire to them in order to test whether the building is fireproof, but we sorely ever remember that the structure itself is not unfrequently a heap of combustibles artistically arranged to burn. We insist on a passenger steamship carrying a sufficient number of lifeboats to provide against the possibility of danger; yet we unhesitatingly crowd into buildings whence there is no chance of escape because of the defective arrangements of the stairways and passages. What the lifeboat is to a ship the stairway is to a large building that accommodates a considerable number of people. If the one is unserviceable and the other inadequate or destructible by fire frightful disasters must result when either is necessary to the preservation of life. If the law regulates the size and number of a ship's lifeboats, why not the size, number and positions of hotel, church and theatre stairways? It is this dreadful disregard of possibilities that increases the number and aggravates the horrors of such calamities as the destruction of the Brooklyn Theatre and the Southern Hotel at St. Louis. Then, again, that most deadly of sources of danger, the elevator shaft, is recklessly ignored. Safety is sacrificed to convenience. What can be more absurd than to construct a fire conductor through the centre of a building already erected without any regard to the danger from fire? Why cannot these useful labor and fatigue saving elevators be built in towers attached to the main buildings, with doors opening on every floor? In contemplating this vital question of means of exit from buildings it is really startling to remember how many sources of danger exist in proportion to the means of securing safety. We hope that the lesson of the St. Louis fire will not be lost on those who own and control hotels and other such places of public resort. Perhaps the best way to bring about a reform in this regard will be for travellers to patronize only such hotels as are most completely guarded against the danger of fire.

PERSONAL INTELLIGENCE.

Mad is coming into the garden. Frogs have begun to sing in thigs. Wendell Phillips now ejaculates, "the Doves you say." If there should be a little more snow there would be a little less dust. It is believed by some that De Soto visited the Hot Springs of Arkansas. Whitehall Times:—"No well bred tramp will eat lemon pie with his knife." Some one says that you can see the inhabitants on Saturn. Not by a long sight. Summer comes along slowly, and the crop reports from the barbers shops are very discouraging. The hard times have had the effect of making men think that this year they must begin to have gardens. Garfield is assuredly a free trader, but he does not believe in free lances. He does not like Sir Lance a lot. Jim Maco says he is now coming to New York to knock the stuffing out of some of "them mouse crickets." Ex-Senator Matt Carpenter says that no lawyer can be disgraced by a bad cause, but only by his management of it. Earth is like a big Newfoundland dog. When it comes out of the waters of spring it shakes itself and gets up and dusts. One of Ignatieff's eyes is so weak that it is always wet with tears. This is always the way with those who hear Bob Ingersoll. Said the boy of the period yesterday, "Ma, I'm hungry, and I'd like to have some bread and oleomargarine with molasses on it." The sweet, timid grass is coming up through the gray landscape, and with the baby fingers of spring, is feeling for crows' teeth. Both Halseed and Bowles have the literary instinct; and because anything that has a literary phrase attracts them they blurt out the truth and try to spoil Howell's chances. A man who wanted to be agricultural editor of a city paper recently wrote saying that he especially loved crows, and, in fact, that he had one in every room in the house. William Black is writing a new novel in serial, and he shows that he is playing out, for he lugs in Western American life and scenery, of which he had only a breath of experience. New Orleans Republican:—"General Escobedo, of the Lerdio Mexican government, has been in this city for several weeks, boarding in a private family in the Second district. He is expected on the Rio Grande next week, where he will need a reactionary movement against Diaz. July:—"Aunt Emily:—Why, Nellie, don't you know it is unkind to catch hold of your sister and pull her hair? Nellie (who doesn't see it):—Well, Auntie, I saw your holding Cousin Frank round the neck quite tightly yesterday, when mamma was out, and pulling his hair, and he didn't say anything." Evening Telegram:—"Senator Patterson, of South Carolina, who declares a year ago that there were five years of good stealing left in that State yet, is indignant at his deprivation of four of them by Chamberlain's surrender, and frankly expresses his fear that Hampton will lodge him in the penitentiary."

TELEGRAPHIC NEWS

From All Parts of the World.

THE RUSSO-TURKISH WAR

A Declaration Made by the Russian Envoy at Constantinople.

EUROPE A SMOULDERING VOLCANO.

Germany, Austria, England and Greece Cannot Long Remain Neutral.

NO MORE TALK OF PEACE.

[BY CABLE TO THE HERALD.]

London, April 14, 1877.

It has come. Within a few days, at furthest, the active part of the great contest between Russia and Turkey will have begun. For more than two years, beginning with the apparently insignificant rebellion in the Herzegovina and ending with the breaking up of the Conference, Europe has been perplexed, worried and alarmed by turns in regard to the Eastern question. A small cloud, no greater than a provincial uprising, in an empire that never was of the quietest, has to-day ended in precipitating upon Europe what promises to be the greatest war of history. Private information from the HERALD's correspondents in St. Petersburg, Berlin, Vienna and Belgrade is all of one tone. The statements are unanimous in the opinion that peace is hopeless and that war will be declared within the next twenty-four hours, if it has not already been done. The Berlin Kreuz Zeitung, an authoritative paper in German military circles, goes so far as to say:—"According to a rumor circulated in the most positive form it is asserted, on the ground of news received from St. Petersburg, that instructions were sent yesterday forenoon to the Russian Chargé d'Affaires at Constantinople to declare war against the Porte."

THE ATTACK TO BE MADE IN ASIA.

The first great question is to know where Russia will strike. As we have long maintained it now seems settled that Russia's attack will be made from Central Asia. A letter received by the Foreign Office from Captain Burnaby says he has ascertained that a secret alliance exists between Russia and Persia. Reports from all quarters indicate that Russia is massing her men for an advance into Armenia. The better class of inhabitants are leaving Tiflis for the interior. Russian officers from Persia report that 40,000 Persian troops are concentrated near the Turkish frontier. The Czar will start on the 24th inst. for the vicinity of the army. A manifesto has been issued. The superior officers of the southern army have been suddenly summoned before a grand council of war in St. Petersburg, to be heard respecting preparations for marching 250,000 men across the Pruth next week. The army has already advanced, but has not passed the frontier. Indeed, it is doubtful if anything more than a peaceable passage through Roumania will be asked. It is pretty authoritatively stated that Germany does not wish to see the neutrality of Roumania violated, consequently the principal Russian attack will be on the Asiatic side.

TURKEY DEFIES THE LIGHTNING.

The Montenegrin delegates had a final interview to-day with Sait Pacha, who declared that the Porte rejected their demands. Subsequently the Grand Vizier telegraphed Prince Nicholas that the armistice had ended, and would not be prolonged. Montenegro will defer the resumption of hostilities until Russia's final decision. Intelligence from Erzerum, dated April 3, announces that Turkish war preparations are being pushed forward as vigorously and extensively as the state of the weather permits. The strength of the Turkish forces is estimated at 85,000. The Kurds and Circassians are to be called out, and it is believed that they will readily respond. It is not expected in Turkey that the Russians will be able to advance before the 15th of May, owing to the want of resources in the country through which they must pass. The Zevard Herald announces that reinforcements have been sent to the Turkish forces in the Viaty of the Danube. Six war vessels will be ordered to Salina on the Black Sea, and two frigates to cruise in the Mediterranean.

THE TURKISH CIRCULAR IN PARLIAMENT.

In the House of Lords, yesterday afternoon, the Porte's circular in reply to the protocol was laid on the table of the House. Lord Derby said that he regretted to say it was not of a satisfactory character, nor would it lead to a peaceful settlement. Earl Granville gave notice that he would call attention to the subject on Monday.

In the House of Commons Sir Stafford Northcote, Chancellor of the Exchequer, in reply to an inquiry, denied the statement of the Brussels Nord of April 11, that Lord Derby had written to Constantinople categorically declaring that the Porte must in no way rely upon England. The Marquis of Hartington, in moving for further papers on Turkey, as he had announced on the 10th inst. he would do, complained of the meagreness of the documents presented since the protocol. He said those produced contain much that is highly unsatisfactory and appear to make England directly responsible for the present situation. The attitude of England was not justified by the papers before the House. He added:—"If there is justification there is nothing in the papers to show it." The protocol was the first acknowledgment by the government of the sense of its duties. Never before had there been an official declaration that this was no longer a case for friendly advice. It was an admission at last that the government recognized it had duties toward the Christian subjects of the Porte which would no longer be neglected. The protocol contemplated action or contemplated nothing, contemplated coercion or postponed coercion. If it contemplated this how could they reconcile it with the previous declaration of the independence of the Porte?

Right Hon. Gathorne Hardy, Secretary of State for War, defended the government energetically and said the language of the Marquis of Hartington was calculated to endanger peace. He refused the draft of the protocol presented by Count Schouvaloff March 11 because the other Powers object to its production. He also said that he would meet the motion for other papers with a direct negative. Notwithstanding the uncompromising character of the Porte's circular England even yet had not uttered its last word on behalf of peace. Mr. Hardy said that he did not believe that the way to benefit the Christian subjects of the Porte was by armed interference. We had no right to take upon ourselves the vindication of the Christians in Turkey. Nothing but the interests of our own country could justify drawing the sword of the crusader. The protocol was